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PORT OF OAKLAND

13 APR 10 PM 4:25

TO: Oakland City Council Community and Economic Development Committee

FROM: Jean Banker, Deputy Executive Director
Mark Erickson, Senior Maritime Projects Administrator

DATE: April 10, 2013

RE: Informational Report on the Status of the Port's Outer Harbor Intermodal Terminal (OHIT) Railyard Project – Phase 1 of the Oakland Army Base Redevelopment Plan

The Port of Oakland is pleased to submit this informational report on the Status of the Port's Outer Harbor Intermodal Terminal (OHIT) Railyard Project – Phase 1 of the Oakland Army Base Redevelopment Plan. For questions on this report please contact Joanne Karchmer, Government Affairs Rep. at 627-1384.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Jean Banker".

Jean Banker
Deputy Executive Director

A handwritten signature in black ink, appearing to read "Mark Erickson".

Mark Erickson
Senior Maritime Projects Administrator

Item # _____
CED Committee
April 23, 2013

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OAKLAND ARMY BASE REDEVELOPMENT

April 23, 2013

Oakland City Council

Community and Economic Development Committee

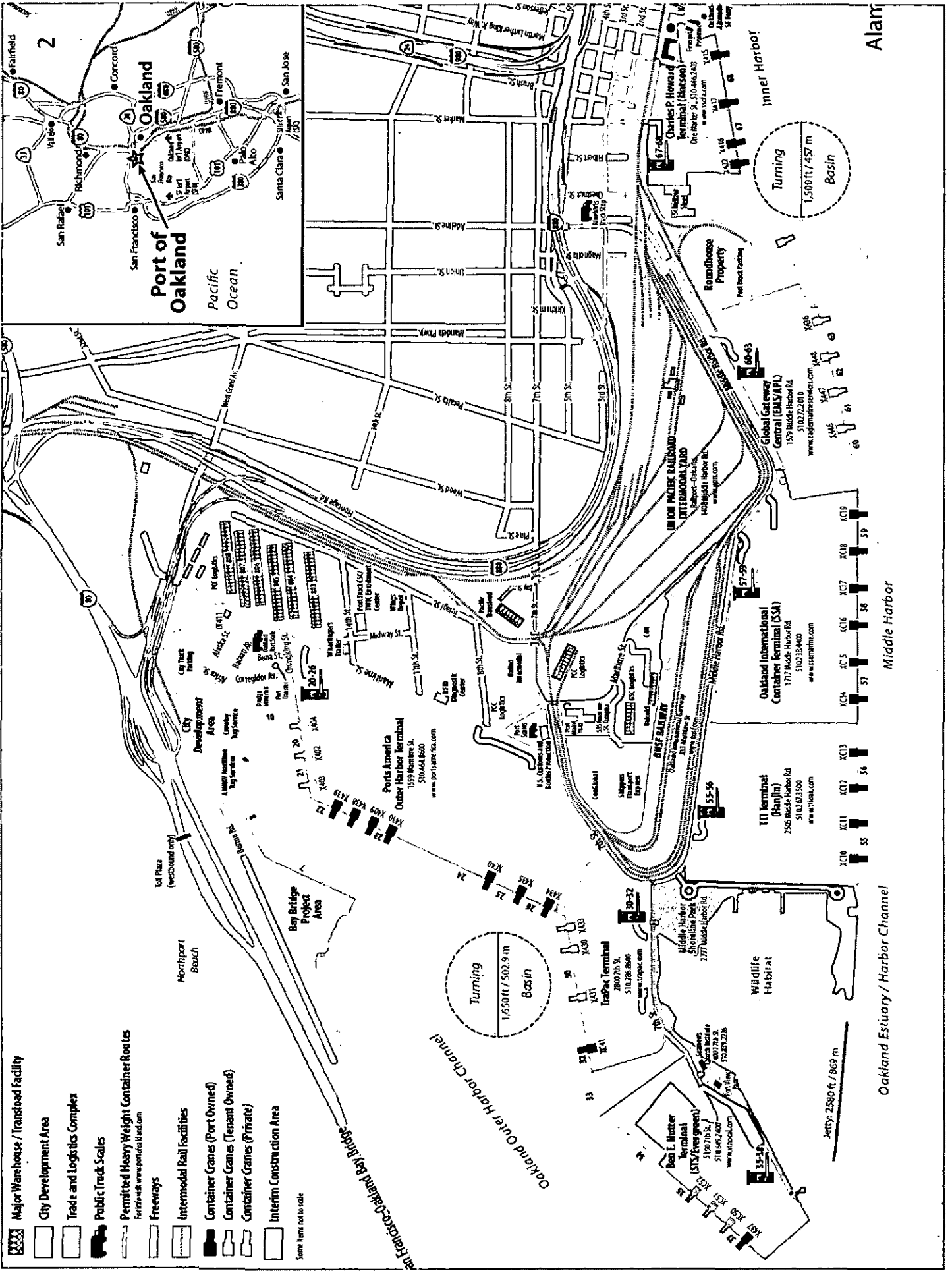
Project Update

OBJECTIVES

- Aggressively grow new cargo activity, jobs, and revenue through the Port of Oakland, while improving the environment.
- Plan new logistics and intermodal facilities to attract major customers to Oakland serving both regional and inland markets.
- Work with key cargo owners, railroads and ocean carriers to attract more cargo to/from points east of Denver.
- Maximize utilization of existing assets prior to full development.



PORT OF OAKLAND



- Major Warehouse / Transload Facility
- City Development Area
- Trade and Logistics Complex
- Public Truck Scales
- Permitted Heavy Weight Container Routes
for info visit www.portofoakland.com
- Freeways
- Intermodal Rail Facilities
- Container Cranes (Port Owned)
- Container Cranes (Tenant Owned)
- Container Cranes (Private)
- Interim Construction Area

Some items not to scale

Oakland Estuary / Harbor Channel

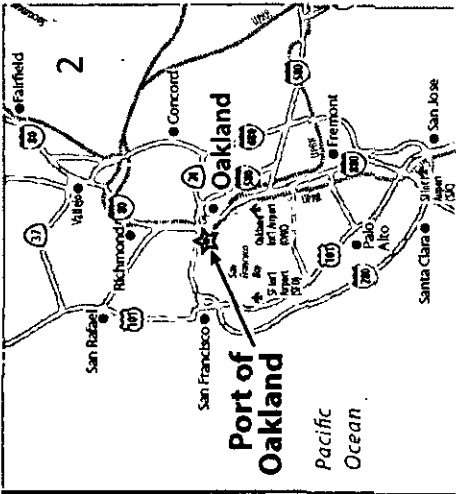
Middle Harbor

Inner Harbort

Turning Basin
1,650 ft / 502.9 m

Turning Basin
1,500 ft / 457 m

Jetty: 2,580 ft / 869 m



Port of Oakland
Pacific Ocean

2012 MASTER PLAN

- Envisioned new 380 acre port industrial district
- Joint planning effort between the City of Oakland, Port of Oakland, Prologis, California Capital Group from April 2011-June 2012
- City of Oakland studied environmental impacts in 2002 and updated their findings with an Initial Study / Addendum, published in June 2012
- California Capital Group led planning effort, including a multi-disciplinary team of engineers, architects, planners and scientists



PORT OF OAKLAND

PHASE 1 DEVELOPMENT

<u>Project Element</u>	<u>Estimated Cost</u>
Environmental Remediation (Phase I City and Port lands)	\$11,400,000
New Infrastructure (Phase I City and Port lands)	\$247,241,000
City Recycling Center	\$46,600,000
City Logistics Buildings	\$99,400,000
Port Rail Yard	\$94,600,000
Phase I Total Cost	\$499,241,000

<u>Funding Source</u>	<u>Funding Amount</u>
State - Trade Corridors Improvement Fund	\$242,141,000
Federal - TIGER IV	\$15,000,000
City of Oakland	\$54,500,000
Port of Oakland	\$15,700,000
Private - Prologis, CCIG & Recycling Companies	\$171,900,000
Total	\$499,241,000



PORT OF OAKLAND

PHASE 1 PORT RAIL YARD

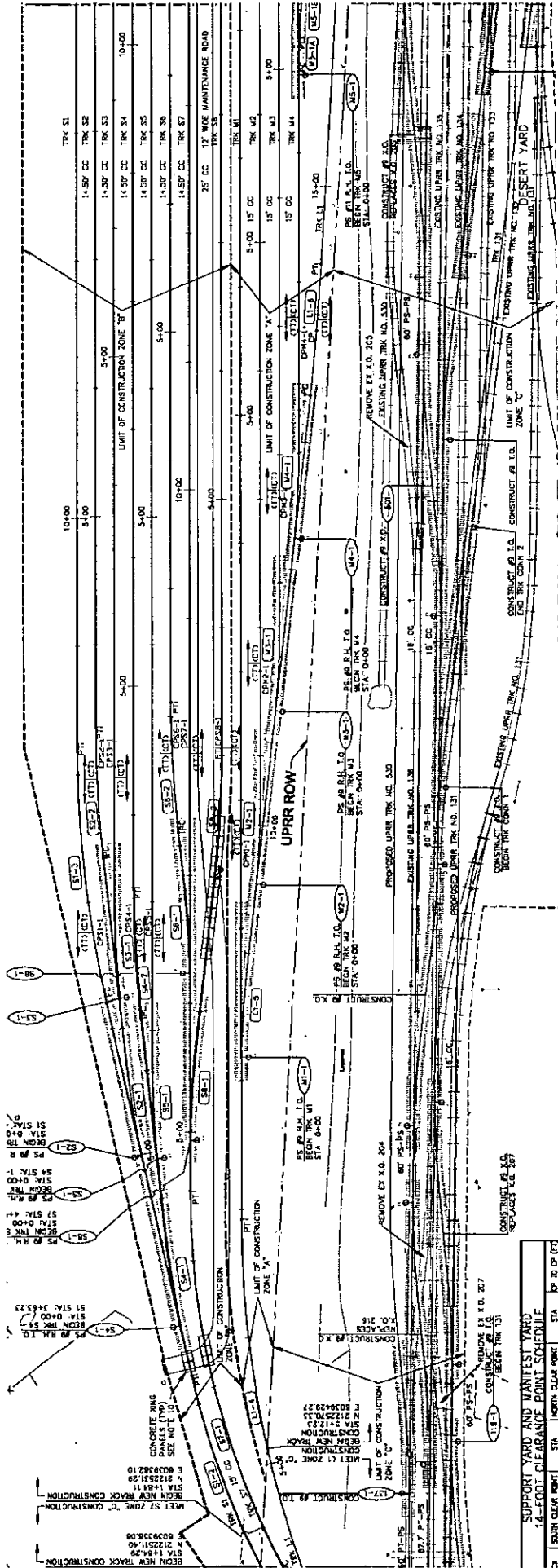
- Based on 2012 Master Plan
- New Lead Track from Union Pacific mainline
- New Storage Yard
 - Unit Train Storage: 29,000 feet (8 tracks averaging 3,625 ft)
 - Manifest Car Storage: 10,800 feet (5 tracks averaging 2,160 ft)
- Design Criteria
 - 2 unit trains per day (2 in, 2 out)
 - Dally manifest car service for warehousing, transload customers
 - Rail capacity to be shared among Port and City customers
- Future Expansion Potential
 - Designed to support a proposed container terminal to the west
 - Designed to avoid existing warehouses in the short term
- Rail Yard to be built under two separate construction contracts
 - Manifest Yard and Lead Track via Design-Build Contract
 - Support Yard via Design-Bid-Build Contract



PORT OF OAKLAND



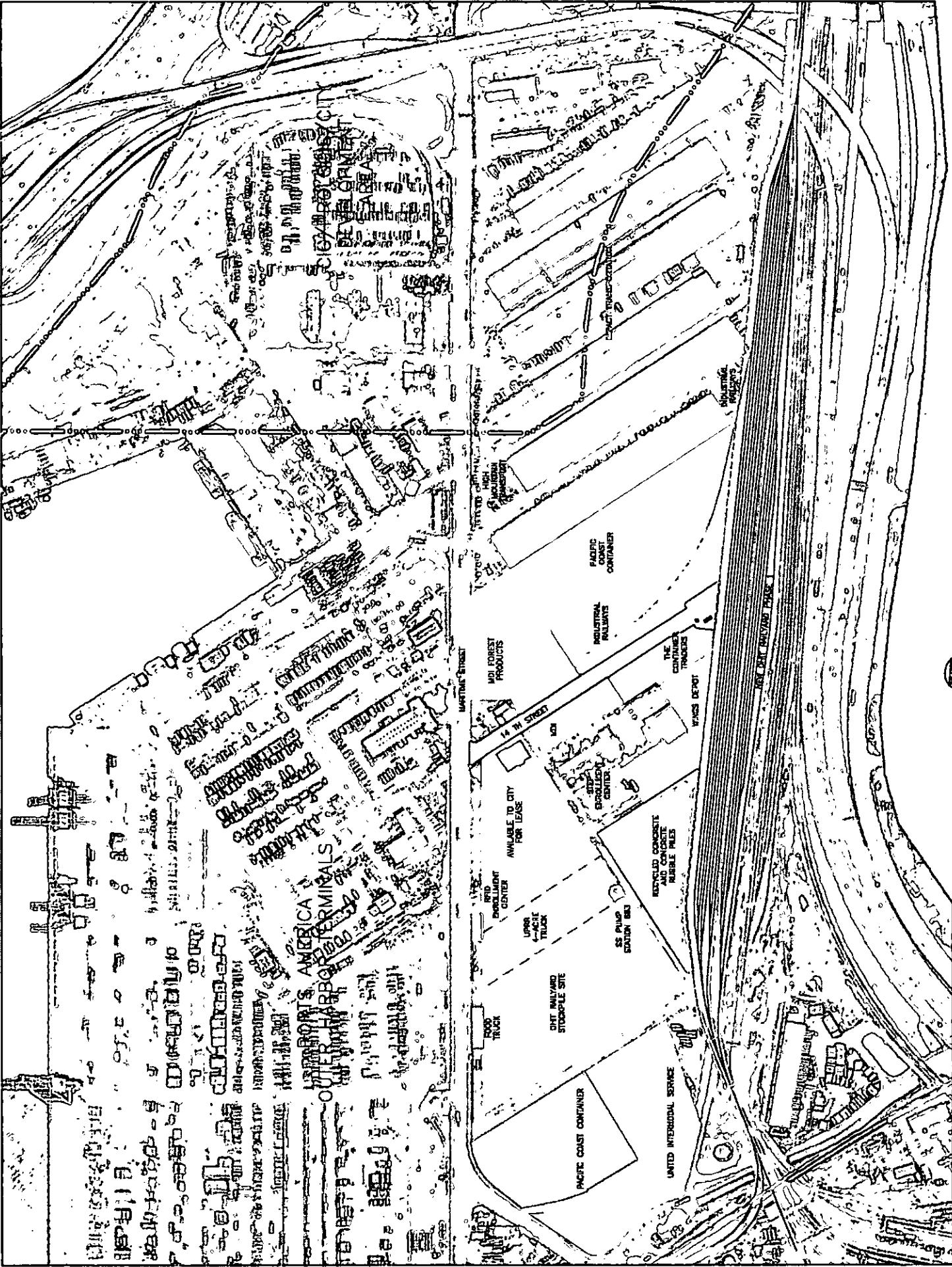
PHASE 1 RAIL YARD



SUPPORT YARD AND MANIFEST YARD
14-FOOT CLEARANCE POINT SCHEDULE



PORT OF OAKLAND



PORTS AMERICA TERMINALS
CARGO HANDLING
GENERAL INVESTMENT
INDUSTRIAL RAILWAYS
MARTIN STREET
PACIFIC COAST CONTAINER
INDUSTRIAL RAILWAYS
THE CENTER TRUCKS VEHICULAR DEPOT
RECYCLED CONCRETE AND CONCRETE RUBBLE PILES
SS PUMP STATION Bldg
CHIT RAILROAD STOCKPILE SITE
PACIFIC COAST CONTAINER
UNITED INTERNATIONAL SERVICE

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RAIL YARD BUDGET

<u>Project Element</u>	<u>Estimated Cost</u>
Lead Tracks & Manifest Yard	\$74,600,000
Support Yard	\$20,000,000
Phase I Total Cost	\$94,600,000

<u>Funding Sources</u>	<u>Funding Amount</u>
State - Trade Corridors Improvement Fund	\$65,800,000
Federal - TIGER IV	\$15,000,000
Port of Oakland	\$10,000,000
City of Oakland	\$3,800,000
Total	\$94,600,000

So far, the Port project is tracking within budget.



PORT OF OAKLAND

PORT-CITY COLLABORATION

- Weekly Project Team Meetings:
 - Project Management Team (CEDA Staff, Developer, Port)
 - Engineering & Technical Team (Public Works, Developer's Designers, Port Engineering)
- Monthly Port-CEDA Planning Staff Coordination:
 - Hosted by the City, Organized by Port's Director of Commercial Real Estate
- Monthly OAB Ombudsmen Meetings:
 - Resolve any Issues not resolved at the staff level
- Agreements
 - OAB Amended and Restated Memorandum of Agreement (2006, City & Port)
 - OAB Amended and Restated Cost Sharing Agreement (2012, City & Port)
 - TCIF Amended Baseline Agreement (2012, City, Port, Caltrans, CTC)



PORT OF OAKLAND

MILESTONE SCHEDULE

TCIF Grant Agreement Amendment	August 22, 2012	✓
TCIF Funding Allocation	October 24, 2012	✓
Issue RFP for Design-Build Contractor	October 30, 2012	✓
Selection of Rail Operator	January 11, 2013	✓
Design-Build Proposals Received	January 22, 2013	✓
Complete NEPA Environmental Analysis	January 25, 2013	✓
Award of Design-Build Contract	March 14, 2013	✓
Execute Design-Build Contract (anticipated April 22, 2013)	May 1, 2013	
Advertise for Construction of TIGER Support Yard	May 31, 2013	
Award Contract for TIGER Support Yard	August 31, 2013	
Substantial Completion	Summer 2015	

So far, the Port project is tracking well to scheduled milestones.



PORT OF OAKLAND

COMMUNITY BENEFITS

Maritime and Aviation Project Labor Agreement

- Prevailing wage
- Certified payroll monitoring, enforcement
- Labor peace
- Social Justice Trust Fund (\$0.15 per labor hour)

Balfour Beatty – Gallagher & Burke Joint Venture

- 62% local business utilization
- Labor recruitment through:
 - Cypress Mandela Training Center
 - Men of Valor Academy
 - National Association of Minority Contractors
 - ATLAS Program
 - West Oakland Community Collaborative
 - City of Oakland Small / Local Business Division
- Census Tract Data Reporting
 - All employees' census tract of residence to be reported
 - Includes all consultants, contractors and subs



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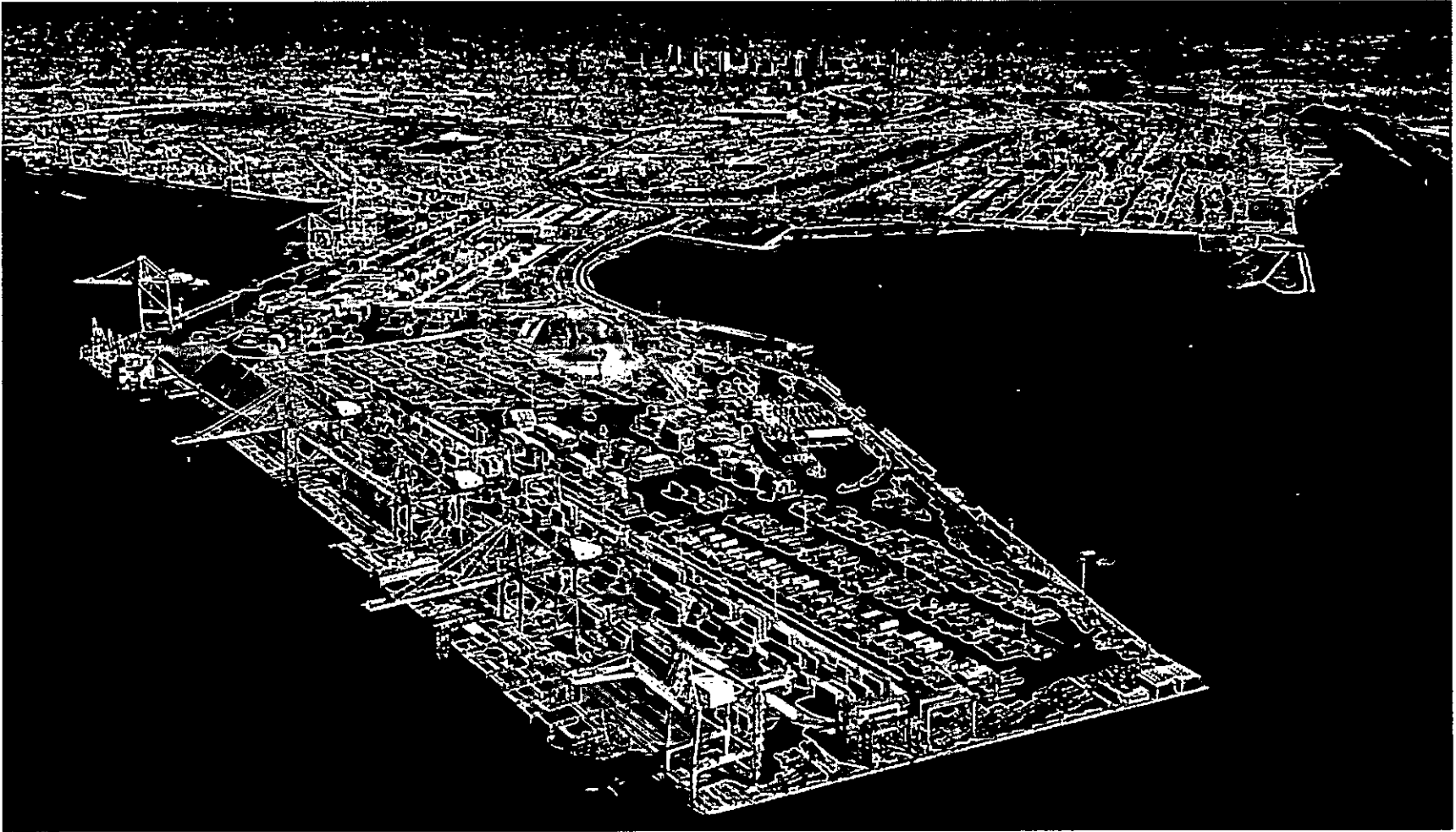
NEXT STEPS

1. Port and City need to agree on a Rail Operator
 - Railroads expressed their strong preference for a single operator
 - Port selected Anacostia after receiving 7 proposals from qualified firms
 - City team proposes to self-perform with Oakland Global Rail Enterprises
2. Railroad Coordination
 - Union Pacific continues to review the proposed design and operations
 - BNSF Railway and Port working on access provisions from UP mainline
 - Both railroads excited about the project
3. City Tenant Relocations
 - Permitting, Budget, Lease Exchange with City, are on track
 - 30-month leases set to commence July 1, 2013
4. Phase 2 Development
 - 7th Street Grade Separation subject to funding availability
 - New Intermodal rail terminal and logistics warehouses subject to space availability, market opportunity and infrastructure needs



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QUESTIONS



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